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THE "CHINA MAIL"

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$3 per annum, per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10c. Credit 50c. per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Advertisements and additions to advertisements on pages 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

KAISER'S THREAT.

Message to His Sister.

Sofia, April 27.—The German Emperor recently sent his sister, the Queen of Greece, a telegram in plain language describing the successes alleged to have been won by Germany up to the present on the Eastern front and in the Carpathians, giving the number of Russian prisoners of war captured there.

After asserting that the Allies on the Western front were incapable of any serious action against Germany, the War Lord concluded by saying that he was convinced that the final issue of the war would be in favour of the Central Empires, and that in that case war betide those who set themselves against them.

The fact that the telegram was written in plain language and not in cipher is interpreted as an attempt to bring pressure to bear on the neutral countries through which it passed before reaching its destination.—Reuter.

The London and North-Western Railway Company have decided to instal two lady booking-clerks in their booking-office in Leeds.

If the innovation is successful, girls will be extensively employed in such work in the near future.

Last night the Brighton Town Council rejected a recommendation by the Townways Committee that women should be employed as conductors on the trams.

A proposal to engage "bell girls" at 1d. per hour was especially condemned.

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WHO'S WHO IN JAPAN
Edited and published by S. KURIKI.

The first (1913) edition is already issued. BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 8 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 15 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

Yet another "Who's Who" and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan.

Mr. Kuriki is a skilful editor and has done his work well.

Who's Who in Japan Publishing Office, No. 5, Ichome, Uchisaiwaicho, Kojimachi-Tokyo.

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Fire Fund £3,899,114

Life & Annuity Fund £16,158,160

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11.00 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 10 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 5.00 p.m. Every 10 minutes

5.00 p.m. to 8.10 p.m. Every 10 minutes

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8.30 p.m. and 9 p.m., 8.30 p.m. to 11.00 p.m., every half hour.

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7.45 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.30 a.m. to 12 Noon. Every 15 minutes

12.00 Noon to 1.00 p.m. Every 10 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

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NIGHT CARS as on Week Days.

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Extra Car at 12 midnight.

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RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
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Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,
HONGKONG.

NOTICE.

THE CHEN KWONG & Co., Ltd. of
1, Sir Pao Poo Street, Canton, and
of Des Vaux Road, Hongkong, hereby
give notice that their former Manager
Mr. WONG CHOY TING is now no
longer in their employ and that Mr.
WONG JOY CHEW has now been
appointed general manager of the Company
and all orders for goods must bear the
signature of Mr. WONG JOY CHEW
and Chopped with the seal of Chen Kwong
and English of the said CHEN KWONG
& Co., Ltd.

Hongkong, June 1, 1915. 483

KWONG HING CHONG & Co.

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Hongkong, May 29, 1915. 479

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c. Addresses of Exporters, Importers,
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nections accomplished by its
Medium.Each firm desirous of utilizing the me-
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thousand firms are subscribers and
support the Bureau through an annual fee.All correspondence to be addressed to:
J. BENDIEN, Director I.C.B.,
Damrak 60, Amsterdam.

Hongkong, March 6, 1914.

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Open till Midnight.

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\$1.50

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50

Cigarettes

The Smoker who appreciates the charm of the Egyptian
Cigarette will find Maspero "Specials" delightful.

EFFICIENT BUILDINGS.

ESSENTIAL POINTS IN MODERN CONSTRUCTION.

The Factory and the Shop.

In the Daily Telegraph, Mr. Andrew Home-Morton, M. Inst.
C.E., M.I.M.E., M.I.E.E., discusses in interesting fashion the re-
quirements of modern business buildings. He says:
It is obvious that any business can be most efficiently carried on
in premises which have been planned to suit the peculiar needs of that
business, and yet we find everywhere businesses and trades housed in
premises which have never fitted them or which they have long out-
grown. The factory or shop has been enlarged by haphazard build-
ing or by the inclusion and rough adaptation of adjoining premises.
In many cases an actual saving in running expenses, and a consequent
increase in profits, could be made by pulling down and rebuilding
completely.Business premises may be roughly
divided into two classes: (a) Fac-
tories, those buildings in which
actual production of goods takes
place; (b) warehouses or shops, those
in which goods are distributed, in
large or small quantities, to traders
or to the public. Every business
dealing in tangible articles requires
both these classes of buildings to
complete its chain of operations,
though they may not necessarily be
near one another or even under the
same management. In the matter
of designing each presents its own
problems.The essential fact to be borne in
mind in the design of industrial fac-
tories is that all material in course
of manufacture should pass through
the works in as orderly and con-
secutive a manner as possible, with a
minimum of travel, labour, and
waste of time. To this end it is
necessary that the process of manu-
facture should be laid out in detail,
and consideration given to the ma-
chine to be employed and to the least
disruption for economical working
within their own departments, as
well as to the relative arrangement
of the different departments.Provision must be made for the
future extension of the factory in
such a way that the extensions will
take their proper place in the order-
ed sequence of operations. The
most suitable form of motive power
for the particular conditions must
also receive careful attention.

INTERNAL DETAILS.

The general plan of the process
and its requirements being thus laid
out, then comes the building itself,
with its structure and provisions for
suitably housing the plant and
workers, for the handling and trans-
port of material, for natural and
artificial lighting, heating, ventila-
tion, water-supply, fire-prevention
and escape, offices, stores, sanitary,
and other conveniences for the ad-
ministrative and manual workers, and
the thousand and one other details
which go to the making of the modern
factory. But the important
point is that all these points, even
the smallest, should be considered
and planned for the special purpose
which the factory is to serve.So with the warehouses are the
department stores, to be erected upon
some valuable City or West-end
site. It is not enough that such a
building should be designed simply
as a mere square feet of floor
space, divided into so many floors,
the whole surrounded by a shell,
probably of great artistic merit.
Like the factory, the warehouse
must be designed from the inside
outwards, with a special eye to the
purpose it is to serve. The chief
differences between the re-
quirements of the factory and of the
warehouse are that, in the latter,
there is no productive machinery to
be provided for, while, on the other
hand, it must be so arranged as to
allow of the free flow of customers.LOSING WEIGHT
BY THE POUNDUnder Weight, a condition
of ill-health, shows your assim-
ilative powers are decreasing.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDSupplies the blood with the
wanted nourishment and healthy
fresh building materials. Very
palatable.

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Prices: \$1.25 and \$3.25

HIMROD'S
Gives Instant Relief
No matter what your respiratory
organs may be suffering from—whether
ASTHMA, INFLUENZA,
CROUP, BRONCHITIS,
ORDINARY COUGH.
—you will find in this famous remedy
a restorative power that is simply
unrivalled.
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CURE FOR ASTHMA

CRIME OF GERMAN
OFFICER.FOREIGN OFFICE ON HADLEY
CASE.

Calm Admission of the Murder.

The Foreign Office recently issued
the following statement for com-
munication to the Press:—On November 29 information
reached the Foreign Office that Mr.
Henry Hadley, a British subject,
had been shot by a German officer
in the train on his way to England
from Berlin on August 8 last.The United States Ambassador in
London was requested to obtain, if
possible, authentic information as to
the circumstances in which Mr.
Hadley met his death, and his Ex-
cellency has now communicated to
the Secretary of State for Foreign
Affairs the following translation of
a statement on the subject furnished
by the German Government to the
United States Embassy at Berlin:—The British subject, teacher of
languages, Henry Hadley, behaved
most suspiciously in every respect
during his trip in the corridor train
from Berlin, leaving at 1.25 p.m.,
to Cologne on August 8, 1914, in
company of his housekeeper, Mrs.
Pattley.In the first place, he gave the
conductor to understand by shrug-
ging his shoulders, when he was
asked how far he was travelling when
the train was leaving Berlin, that
he could not speak German, while
the conductor heard him speaking
German several times. Further he
talked with his companion several
times in foreign languages. While
in the dining-car Hadley had acted
in a conspicuous and impolite man-
ner and also had an excited dispute
with a waiter. Finally he made,
according to the conductor's state-
ment, on oath, ironical remarks and
gestures regarding passing officers.

NICOLAY'S APPEARANCE.

The conductor drew the atten-
tion of First-Lieutenant Nicolay,
who was in the same train, to the
stranger, whereupon First-Lieutenant
Nicolay watched Hadley from the
corridor. As the train approached
Gelsenkirchen Hadley came to the
conductor, who was standing with
First-Lieutenant Nicolay, and asked
him whether this station was
Cologne. First-Lieutenant Nicolay
asked Hadley where he intended to
travel to. Hadley replied, "Well, I
think to Paris," which caused First-
Lieutenant Nicolay to remark that it
was remarkable that he (Hadley) did
not know where he desired to travel.
Hadley, who was listening, over-
heard this, and began a conversation
with the conductor.First-Lieutenant Nicolay forbade
the conductor to answer and the
conductor informed the stranger to this
effect. Hadley told the conductor
in German that the officer had no
right to command him (the conduc-
tor), whereupon the conductor an-
swered that under these circum-
stances the officer was his superior.
First-Lieutenant Nicolay now block-
ed Hadley's way by stretching out
his arms, and told him in English
that he was not to leave the train,
letting him know at the same time
that he was a Prussian officer. But
as Hadley assumed an aggressive
attitude, First-Lieutenant Nicolay
called "Hands up!" several times in
German and English.

COURT-MARTIAL'S RESULT.

Hadley paid no attention, but
raised his stick, so that First-Lieuten-
ant Nicolay was led to expect an
actual attack, and he called again,
"Hands up, or I shall shoot." He
thereupon fumbled with his hands
under his waistcoat, saying that he
was a British subject. As First-
Lieutenant Nicolay believed that the
stranger intended to bring out a wep-
pon, and use it against him, he fired
at him, in order to be first.Thereupon Hadley was taken to
the door and on to the platform by
the people who were present, resist-
ing with all his might. At the station
First-Lieutenant Nicolay handed over
Hadley and his companion to two
civil police officials. Hadley, who
was brought into a hospital and
placed under medical care, died on
August 9, 1914, at 3.15 a.m., in con-
sequence of the wound caused by the
bullet.Court-martial proceedings were
instituted against Captain Nicolay,
as he now is for killing Hadley,
which proceedings were discontinued
upon the completion of the investiga-
tion of the case.The Emperor's Government have
requested the United States Ambas-
sador at Berlin through the United
States Ambassador in London to in-
form the German Government that
they must enter the strongest pos-
sible protest against the action of

INTIMATIONS

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THE Undersigned have received instructions from the YONG KONG MIA KEE Shanghai, to sell by Public Auction,

on
MONDAY and TUESDAY,
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A VALUABLE COLLECTION OF
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Hongkong, June 2, 1915. 484

G. R. PUBLIC AUCTION.

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WEDNESDAY,
the 9th June, 1915, at 11 a.m., at the Army Service Corps Supply Office, Wellington Barracks, Queen's Road,
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On view from 8th June between 9 a.m. and 4 p.m.
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Hongkong, May 31, 1915. 477

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Also
One Pair very fine Blackwood Cabinets, 14-fold Blackwood Fire Screen (Porcelain Panels), Stands, Teapots, Mottos, &c., One Piano in good condition, several pairs Lace Curtains (NEW) 4 yds. long, One Singer Sewing Machine.

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Hongkong, June 2, 1915. 480

THE Undersigned have received instructions to sell

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Hongkong, May 20, 1915. 443

"IN BERLIN FOUR DAYS AGO."

A CERTAIN DESPONDENCY.

The accompanying article gives the very latest account of the state of things in Berlin. The writer, a neutral who has visited Germany more than once since the beginning of the war, was in Berlin four days ago. The Germans, he says, have not by any means lost confidence in themselves, but within the last fortnight or so a certain despondency has begun to show itself, particularly among the business people.—Evening News—April 30.

I was in Berlin soon after the war began, when the German capital was a flag-waving city drunk with excitement and cocksureness. A fortnight since I journeyed to Berlin once more. I was there four days ago. And this time I noticed a change, not marked but noticeable to one who goes and comes again. A certain despondency is making itself felt.

The military do not show it. They still have faith in Germany's mighty preparations—munitions are being turned out night and day, and one high officer told me it would be four years before they need fear a shortage. The lower classes do not show it. They are not allowed to know. Your Press Bureau here may restrict information, but English newspapers are allowed to give a true idea of the broad aspect of the vast campaign than the journals of the Fatherland.

But the intelligent, unofficial classes and the business people are not so happy. They realise now that they are "up against something." The war has gone on too long. They no longer count on a gigantic triumph. And this in spite of the prominence given in the newspapers and the public bulletins to the recent advance on the Yser, which in Germany is claimed as the biggest success since von Hindenburg's last large capture of Russians. As a well-known commercial man put it to me, "We feel safer now." Three months ago the word safe would not have been dreamt of.

Not, let me add, that even the best informed inhabitants of Berlin expect French and British troops ever to cross the German frontier. But the fresh advance on Ypres, though most vigorously worked up in the Berlin newspapers, was not accepted with the wild enthusiasm that greeted German's earlier successes. The flags do not come out in such numbers nowadays.

Here is a tiny instance of the subtle changes that are at work. I was in Germany when the bread tickets were first issued, about four months ago. At that time, when I rang in the morning for my coffee and roll the waiter would always bring me my bread ticket. On the last visit I had to ask for it each day, and if, as once happened, a certain day's ticket was not used it was no use presenting it for the following day. "That ticket's no use—out of date," I was told very promptly.

BERLIN'S CATCH PHRASE. I dined one night at the Adlon, the smartest hotel in Berlin. There were still men and women in evening dress, and, of course, plenty of officers; but there were six times fewer people dining than when I was in the restaurant in the early days of the war. I noted particularly that less jewellery was being worn.

The menus are not so varied as they used to be. There seems to be no lack of soups or of eggs, but fish is scarce, and the meat dishes are confined very much to veal, lamb, and venison. Chickens are dear, the Government orders being for the egg supply to be increased as much as possible.

The portions served are certainly not so large as they used to be, especially vegetables. Indeed, the catch-phrase of the moment in Berlin is "Have you any potatoes? How

different to 'How's your father?' which I hear everywhere in London. And all over Germany unexampled efforts at cultivation are being made. You can see it from the railway trains. Land which has never before been cultivated is being prepared for growing. Government distribution of seed is going on. Women and young girls and the very old men do all the agricultural work. Prices generally are on the rise. A tie for which I should have had to pay a mark and a half a year ago cost me two and a half marks last week. You pay a mark for a dollar that in England would cost 64d. I bought a pair of ready-made boots for 184 marks. Before the war they were priced at 15 marks.

The notorious night life of Berlin has practically disappeared. The Army authorities seem as anxious to get their young officers to bed early as we do in England. All the dancing places which tried to out-rival Montmartre in bizarre attractions have disappeared. Along the Unter den Linden the cafes are open until 1 a.m., and plenty of people may be seen dining in the restaurants there, but not nearly so many as four months ago. The Victoria is still the cafe most popular with ordinary folk; it is there that the great reading-room contains copies of such English newspapers as *The Times*, *The Daily Mail*, and *The Graphic*, always, of course, about ten days late.

Berlin, of course, is not darkened to such an extent as London, but I did notice on this visit that there was not the extravagance in lighting that one couldn't fail to observe at the beginning of the war. The taxicab scarcity is due to the demand for rubber as much as for petrol, all of which is commandeered by the Government.

And now with regard to the attitude of the Berlin populace towards England.

The campaign of hate is not carried on with such an obvious amount of stage management, but the virulence is there. Perhaps if I say that it is a hate that is more suppressed, not so much shouted about, I may be explaining what is in the minds of the mass of people. The hard thinking business classes are not quite so certain about England as they were. I talked with many people I knew: always they say "If England had not come in we should have finished Russia and France by this time."

Also the idea of the "contemptible little army" has quite vanished. I heard a member of the General Staff talking one night; he was dining at the next table to me. "The English are stubborn fighters," he said. "If we had polished them off first of all, gone for the coast instead of Paris, and made it impossible for England to land more troops, we should have settled France by this time."

It is not wise for an American to speak English in Berlin. On my last visit I saw a German officer, not a junior officer, either, actually threaten a party of Americans with his sabre for talking among themselves in English. And this was not in a working-class quarter or in the street; it was in the lounge of the Hotel Adlon.

And on this last visit I went into a tobacconist's to buy cigarettes. The shopkeeper looked at me and said, "You are American, aren't

you? It's your cursed country that is helping England."

The American bar at the Hotel Bristol is shut up, while one can speak on the telephone in English from one room of an hotel to another, but to nowhere outside. Physicians will be interested to know that nearly all the leading business people believe that the financial drain of this war will be so great that England will be compelled to become a Protection country in order to revive industries and pay for the war.

MICHAEL O'LEARY. Always they are anxious to talk to anyone who has come from England, always they ask if London is not in darkness, if there are not great labour strikes. But always they seem to have a fear of England's wealth.

They don't seem to have heard of Michael O'Leary, but Sir Roger Casement, who is under supervision at some place outside Berlin, is not unpopular. He is regarded as a lover of liberty against English oppression.

They are highly indignant about the submarine prisoners whom, with unconscious humour, they claim as the bravest men in their navy. They are not told of the actual way in which prisoners in England are treated, just as no one in ordinary conversation ever remarked to me on the fact that the British saved drowning German sailors and the Germans never a one. As I have said the German people are told little that redounds to the credit of their enemies.

Also some of my acquaintances were puzzled when the German papers came out the other day with a word account of how the German ships were looking for the British fleet, but couldn't find it, while all the time their mercantile shipping is totally held up.

THE OBVIOUS ATTACK. I actually saw the attack by Allied airmen on the small arms factory at Oberndorf in Wurttemberg on April 27. I was in a train at the time.

The first we knew about it was when our train was pulled up with a quarter of an hour's journey of Oberndorf. Everyone of course rushed to look out of the carriage windows. We heard the anti-aircraft guns at work and saw an aeroplane get away untouched. There was no explosion, however, and no signs of ammunition being blown up.

When, however, we reached the railway station, with the train conductors shouting to us to keep our heads inside, my carriage stopped actually in front of the factory.

It was a large four-storied building, and all one side had been blown out, telegraph wires had come down, and broken ends of wire were sticking across the railway track.

There must have been hundreds of workers employed in the factory, because the upper windows were still full of people gazing out in the direction in which the attacking aeroplane had vanished.

AT THE OPERA. Opera is still being given in Berlin. Last Sunday I went out to the Opera House at Charlottenburg to witness a performance of "Parsifal."

The house was crowded, the audience seemed as attentive and appreciative of good music and singing as ever; it was indeed a first-class performance.

I cannot say that I have any definite information as to the treatment of British prisoners in Germany, but among the Germans I know there did not seem to be any idea that they were suffering hardship or ill-treatment. If anyone had suffered, they said, it was due to insubordination and insolence.

I can, however, point out one curious thing. While travelling by rail through Germany I have seen French and Russian prisoners working by the side of the railways rolling logs, building bridges, and such like tasks, but I have never seen an Englishman.

But one has to remember this; with each succeeding visit this has been more and more borne in upon me: the Germans are not a nice race, they are not a people who have feelings for any cause but their own. In the extreme sense they regard everything as fair in love and war. Up to the time I left they had been told nothing about the German use of asphyxiating gases; but when they are they will, I am sure, laugh and regard it as only another instance of German aliveness and ingenuity.

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FOREIGN CONTINGENTS IN CHINA.

Sir E. Grey, in the House of Commons, in answer to a question by Sir William Bull, said: The principal foreign contingents in China, according to the latest available returns, were at the following approximate strengths:—British, under 800 of all ranks; American, 1,117 of all ranks; French, under 450 of all ranks; Italian, 215 of all ranks; Japanese, 1,484 of all ranks; Russian, 50 of all ranks. The numbers of the Austrian and German contingents are not available. In addition to these troops there are also the forces maintained by Russia and Japan for the protection of the railways in Manchuria under their respective treaties with China, and, owing to the recent hostilities, a Japanese force in Shantung. The number of foreign troops to be maintained in China was fixed by agreement among the Powers and, in view of the wide variations in the importance of the interests, and in the numbers of the national forces of different Powers in China, it would be impossible to arrange that the contingents maintained for their protection by the different Governments should be of the same strength. These figures, except as regards British troops, are obtained from a return dated November.

As might be expected, the war is greatly interfering with the operations of the Suez Canal, the shrinkage of £1,200,000 in the receipts for the 10 days to April 20 raising the aggregate decrease since Jan. 1 to £15,500,000. The shares have fallen to £4,391 in Paris, but the big shipments of wheat from India, under the much-criticised Government purchase, will presently be bringing much relief to the company's mill.

It goes without saying that some answer must be made to the allegations made by a London morning paper re the alleged naval blunders in the Dardanelles. The newspaper in question saddles the First Lord of the Admiralty with the blame of the failure of the first attack on the Dardanelles. It remains to be seen if there is one law for a poor reporter and another for a powerful newspaper. The vulnerability of the Dardanelles has long been a disputed point. In 1890 the then Parliamentary Secretary to the Admiralty told me that the Dardanelles could be forced by the British Fleet, but at a heavy cost. Since then its forts have been greatly strengthened.—London and China Express.

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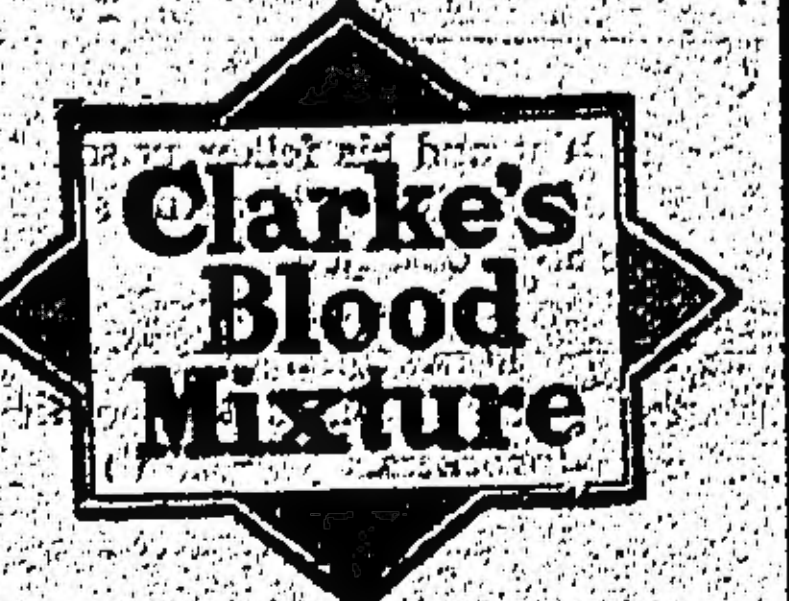
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Friday, June 4—

9.30 p.m.—Auction of Furniture etc. at
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Wednesday, June 16—

King of Sweden's birthday (1454).

Thursday, June 17—

Banker Hill Day (Mass. U.S.A.).
Dragon Boat Festival.

Tuesday, June 22—

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The China Mail

HONGKONG, SATURDAY, JUNE 5, 1915.

MIGHTY LONDON AND
ITS TRAFFIC

In the issue of "Engineering" to hand (April 30) is contained a very interesting and informative illustrated article on recent work done to increase facilities for traffic across the Thames within London, showing that while several bridges have been reconstructed and others widened, and four tunnels made under the river east of the Tower Bridge, no additional bridge on a new site has been erected although, even in twenty years only, the population of Greater London has increased by about 1,600,000. The rate of growth now tends to diminish. In the first fifty years of last century the population grew from 1,114,611 to 2,690,935, or an average rate of only 30,324 per annum. In the next ten years, 1851-61, this average annual increase was 54,173; between 1861-71 it was 101,100; the following decade added 167,700 each year; from 1891 to 1901 the mean yearly increment was 214,760, but during 1901 and 1911 it dropped to 67,000. The explanation of this is to be found in the increasing facility of rapid transit from the Metropolis to residential suburbs beyond the Greater London area. Traffic within and into Greater London has grown with the additional facilities afforded. In twenty years the traffic has more than trebled. During the last five years the total number of passengers travelling by railway, tramway, and omnibus has increased by over 632 millions, or about 45 per cent. Nearly all of this is accounted for by increased road traffic, and by far the greater part of it is due to motor-buses. The latter carried some 304 million more passengers in 1913 than in 1906, while the tram carried for another 170 million extra passengers, and the railways for some 65 millions. The number of journeys per head of population has increased very nearly twelve-fold since 1867, and in 20 years it has doubled. Even in the last five years, for which period the figures are strictly comparable, the number of journeys per head has increased by nearly 40 per cent. and it may be taken that the traffic across the river has also grown at a proportionate rate. The question with which the writer was chiefly concerned is as to whether the part of this increased travel which flows across the river has had adequate provision made for it. The passenger traffic to London Bridge railway station has undoubtedly increased, and for this London Bridge was widened to give foot-paths 15 ft. instead of 9 ft. 6 in. wide. Similarly, there has been a great addition to the numbers of passengers arriving at the Waterloo railway station, and this will grow still more when the electrification system of the London and South Western Railway is completed; but the Bakerloo and the Waterloo and City tubes now assist towards the transit of passengers across the river. Waterloo Bridge still remains the narrow structure it has always been, and the foot-path on Hungerford, or Charing Cross railway, bridge is of limited utility. The increase in tramway traffic from the Surrey side in the eastern part of the Metropolis directly intensifies the traffic across

the river, as great numbers of passengers are landed on the south approaches in the morning, and have to be taken thence in the evening. Thus, the Tower Bridge is more used; the Southwark Bridge has had to be rebuilt; a new bridge is shortly to be built at St. Pauls. The tramways now run over the widened bridge at Blackfriars, the Westminster Bridge, and the new Vauxhall Bridge. In the East End of the Metropolis four tunnels have been built, which have relieved to some extent the Tower and London Bridges. But without it cannot be said that the cross-river lines of communication have grown with the increase in volume of traffic. Another source of relief, however, fully to be considered, and that is the greater rate of flow of traffic due to the introduction of motor vehicles. This is specially effective on bridges, as there is little or no pedestrian traffic from pavement to pavement. London is to-day more conspicuously than ever the World's greatest metropolis.

HONGKONG'S ROLL OF
HONOUR.

Mr. Frank Soares Killed.

We regret to record that another of the Hongkong contingent, Mr. Frank Soares, has fallen on the field. Mr. Soares went to England towards the close of last year and joined the 3rd. Bn. Middlesex Regiment, with which most of the Hongkong men are serving, and which has seen some heavy fighting. News of his death reached his brother, Mr. C. Soares, yesterday, in the form of a returned letter marked "Killed in action." So far no official notification has been received from the War Office. The envelope was first marked "Unknown as addressed," and then it travelled from one battalion to another until the addressee's death was ascertained to have taken place in Hongkong. Mr. Soares, who was a very popular member of the Portuguese community, was with the Netherlands Trading Society.

SOCIAL AND PERSONAL.

Mr. H. B. Hancock has been commissioned supernumerary 2nd Lieut. in the Hongkong Volunteer Reserve.

The death is announced of Lieut. Campbell, of the H.K.S.R.G.A. Lieut. Campbell was promoted from the ranks recently.

Lieut. Payton, formerly Assistant Super-Intendant of Police at Singapore, has been killed in action. He left for home with the first Singapore contingent on August 14.

Mr. Donald Gendall, who has been for three years with Messrs. Whitely, Ltd., universal providers, arrived yesterday to take over the management of Wiseman's Cafe.

Capt. G. E. Hall Drutson has been appointed Honorary Adjutant of the Hongkong Volunteer Reserve during the absence on leave of Capt. W. L. Carter with effect from June 8.

The death occurred in Scotland on April 30 of Mr. William Taylor, who for 20 years was analyst at the China Sugar Refinery. Mr. Taylor had been ill for a long time, and before he went home was partly paralysed. He was very popular in the Colony, and had a wide circle of friends.

Many friends attended the funeral at Happy Valley cemetery last evening, of the late Mr. Robert Chapman, among them being the Principal Civil-Medical Officer, Dr. Johnson, Dr. Koch, and Sisters of the Government Civil Hospital. The Rev. V. H. Copley Moyle, chaplain of St. John's Cathedral, officiated at which Mr. Chapman had for many years been a member, read the service.

Lieutenant Tom Graham, Royal Welsh Fusiliers, has been promoted to the rank of captain in one of the service battalions. Captain Graham served with the Royal Welsh Fusiliers in the China Expedition, 1900 (mentioned in despatches, medal with clasp), and subsequently left the army and settled at Tientsin in connection with a mining company there. On the outbreak of the war he returned home, rejoined his old regiment, and was given his commission last November. Captain Graham is well known in the Far East as a very enthusiastic Freemason.

Sir John Winfield Bonser, formerly Chief Justice of the Straits Settlements, 17, Eaton place, S.W., who died on December 15 last, aged 72 years, left undivided property of the gross value of £51,250, with net personally £27,701. The residue of the property is left in trust for his wife for life or widowhood, and then as to one-half in trust for each of the testator's children, Joyce and Frederic. In the event of the failure of these trusts, the residue is to go to Christ's College, Cambridge, for founding scholarships for poor and deserving students.

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Further amendments have been made to the list of war contraband.

The silk despatched per s.s. Nippon Maru on April 27 was delivered in New York on May 30.

Japan has sold the Allies since the beginning of the war, munitions and stores valued at Yen 10,000,000.

Mr. Phelps, the Government auditor, reports to the Police that about 5.30 p.m. on the 3rd inst. he observed the body of a European floating in the western end of the Aberdeen harbour.

A gold watch and chain valued at \$68 and other articles making a total value of \$103.80 cents, the property of a Chinese merchant, are reported to have been stolen from 91 Jersey Street.

Two civillians have been sent to the Government Civil Hospital suffering from injuries through being knocked from the deck of the s.s. Kei-shan Maru in a lighter alongside by the crane chain.

The "Gazette" announces that the No. 2 and 2nd divisions of the China President Loan and Mortgage Co. at West Point have been added to the list of places where sugar may be stored in bond.

The average amount of banknotes in circulation during May was \$28,182,200, comprised of \$5,173,432 of the Chartered Bank, \$20,685,193 of the Hongkong and Shanghai Bank, and \$1,323,575 of the Mercantile Bank of India.

The names of the following companies have been struck off the Register. China Commercial Steamship Co., Ltd., General Dutch Chinese Trading Co., Ltd., Yee Tong Cotton Mill Co., Ltd., and the China Pharmacological Supply Co., Ltd.

A respectable looking Chinese suddenly collapsed outside Messrs. Shawan Tomes' offices this morning, and in a few minutes expired. An Army officer went to his aid, and endeavoured to secure the assistance of some medical men to take him to hospital, but with the ignorant stupidity and enviousness common to their class they not only refused to help, but seemed to derive a great deal of amusement from the poor man's plight.

The Italian Grand Opera Co., which recently appeared in Hongkong and has since been singing in Manila and Singapore, is losing its principal tenor, Sig. Artino, who is answering his country's call to arms and will leave for Europe as soon as possible. Sig. Artino is an officer of Bersaglieri. He made his final appearance with the Company in Singapore, when his splendid singing won the heartiest applause. Before leaving Singapore he gave a concert at which he sang tenor selections from Otello, Carmen, Tosca, Les Huguenots, Madame Butterfly and others.

A HANDY BOAT FOR MACAO.

The s.s. "Chuen Chow," as will be seen from our advertising columns, is well named the "handy boat" from Hongkong to Macao. She is the only vessel leaving the Colony every day, except Sunday, at the very convenient hour of 5 p.m., returning on the following day by noon. On Sunday she leaves Macao about 2 p.m., arriving in Hongkong about 6 p.m., in excellent time to enable one to have dinner. The "Chuen Chow" is a good sea boat with first-class saloon accommodation (two on top deck and one on lower deck). The first class cabins are fitted with two bunks each, generous space being allowed; and there are electric fans throughout. The attendance is excellent and all the cabins and everything about the ship is kept clean and spotless. The cuisine is also very good. The passengers may sleep on board without extra charge, a feature that should appeal to all travellers in the hot weather. Captain Alfred O. Broadbridge, a thoroughly experienced navigator, is in charge.

RAID ON THE INDIAN
FRONTIER.4,000 Mohmands Dispersed;
70 British Casualties.

The Secretary of State for India communicated the following through the Press Bureau:—
"A Mohmand tribal gathering of about 4,000 men, under a feudal Mullah, having threatened the British frontier opposite the fort of Shabkdat, on the northern border of the Peshawar Valley, the Peshawar movable column, under Major-General Young, moved out of Peshawar to meet the threatened frontier."
"On the 19th inst. this force engaged the Mohmands in the direction of Bazir Kor, three or four miles north of Shabkdat. The fighting was severe and lasted several hours."
"The enemy suffered heavily and retired into the hills. It is reported that they have now dispersed."
"Our losses were about 70 killed and wounded. Details will be reported later. The troops returned to Shabkdat after the fight."

A Kather Simla telegram which first conveyed news of the raid stated that 150 Mohmands were killed and wounded. Sir George Roos-Koppel has received many offers of assistance from Khana and leading men in the Peshawar district. The more influential Mullahs have refused to countenance the movement, and the Afghan officials have effectively restrained the Afghan Mohmands from joining.

GERMAN CREDIT.

WHY A PIECE GOODS MERCHANT FAILED.

Lee Koo, proprietor of the Lee Koo firm, who attended at the Bankruptcy Court yesterday for his public examination, ascribed his failure to the war. He explained that he was a piece goods merchant, trading principally with German firms, who gave him long credits, and that when the war broke out they called in their money before they were taken over by the liquidator. He stated that he sold, two years ago, a toy factory at Singapore for \$20,000 and lost the whole of this amount in exchange for a piece of land. He also lost a lot of money in Lanchester and Cement shares. The debtor's examination was closed.

PRINCE OF WALES' FUND.

SUBSCRIPTION LIST No. 35.

Mr. A. W. Snowman	50
Exposure Accounts Dept. Naval Yard	25
Staff Standard Oil Co. of N. Y.	170
Mr. W. Kay	10
Mr. E. W. H. James	20
Bishop of Victoria and Mrs. Lanier, 2nd Sub.	100
Mr. R. D. Harvey's Fund.	
Collected by the Victoria Dispensary (May).	
Mr. J. H. May	10
Mr. A. P. Nobbs	5
Capt. J. S. Lewingdon	2
Mr. E. W. H. James	2.50
Mr. Lewis Guy	5
Mr. F. W. Capleton	5
Mr. J. R. Sappell	5
Mr. F. Rapp	5
Mr. A. W. Gibb	2.50
A Friend	5
Mr. J. H. May	10
Collected by Mr. G. B. Worby (Amoy).	
Mr. W. R. Bailey (April)	4.77
Mr. A. C. Grundon (April)	4.77
Mr. E. C. Bickel (April)	4.77
Mr. E. Bickel (March & April)	9.57
Mr. F. E. Joseland (March & April)	8.77
Mr. G. B. Worby (April)	10.00
	42.85
Collected by Capt. C. A. Manton (Amoy).	
Mr. & Mrs. Mutton	15
Mr. S. Wheeler	5
Miss O'Sullivan	5
Mr. F. C. Adams	10
Mr. J. Gibson	10
Mr. J. Noble	10
Capt. Ma thews	5
	60
Collected by Mr. R. D. Harvey (May).	
Mr. E. Berington	10
Harbour Office	20
C.M.G. (11th Sub.)	50
Capt. C. A. Wild	10
Staff, H.M.S. West Kowloon	61
Mr. C. G. Fry	10
Mr. E. C. Bickel	5.00
Mr. F. A. Coleman	5
Mr. W. McEay	5
Mr. E. Harvey	5
Mr. W. McGrath	1
Mrs. McGrath	1
	168.30
Collected by Mr. S. Square	
Miss Walker	5
Miss Square	5
Dr. Forsyth	15
Mr. White	5
T. A. Lee	5
Mr. Chapman	10
Mr. Martin	5
Mr. F. Mackintosh	5
Mr. Maurice	10
Mr. Overly	5
W. E. (Donation)	5
Mr. S. S. Yee	5
A. and F. McEay	5
Tai-ko Sugar Refining Co., Ltd.	5.000
Police, 5th Sub.	320
	\$6,160.16
Already acknowledged	
Ledged Lists 1/35	\$246,765.33
	222,928.48
Discount on sub-	
scriptions for May	1.22
	\$222,927.26
Monthly Subscrip-	
tion	2,780.00
Already	
Ledged Lists 1/34	43,701.20
	46,481.13
Remitted to London	
22/12/14 £17,000 on 1/3/15	\$290,117.47
23/3/15 £7,000 on 1/3/15	290,117.47
23/3/15 £2,000 on 1/3/15	290,117.47
Balance in hand	8,300.00
Hongkong, 4th June, 1915.	
N. J. STARR,	
Treasurer.	

Collected by Mr. R. D. Harvey (May).

The Women's War Register in Scotland is continuing to make a strong appeal. The applicants to be found on it prove that the women in this district can boast in many instances of a great variety of skill, and that those who do not have any expert knowledge at their fingers' end are ready and willing to make good the deficiency. There are already on the list applicants who have studied wireless telegraphy (an enterprise inspired from the wireless stations); others have studied or are studying motor car driving; and still others claim to have experience in estate management. One lady has offered to fill the place of a member of Parliament in the West of Scotland, and others have come in for argument or agricultural work, and in the latter case find a few have considerable experience. The register is strong in domestic skill, professional skill, and literary and trained business women have registered in goodly numbers. It would appear that our banks, business houses, and railway and other companies, and employers in the distributive trades, need not fear any difficulty in providing for shortage, or in allowing young men faithful to serve their country to make their patriotic efforts without delay. The West Highland and Caledonian women in the distributive and kindred industries are just as eager as their sisters in the bigger towns. The Labour Exchanges have now a large register of the girls in the Lowlands ready to come to the standard for domestic service, or for farm work. The numbers now registered throughout Scotland are 13,822. In addition, the ordinary Labour Exchange is very high, and these applicants of course receive preference in filling vacancies.

THE NETHERLANDS TRADING SOCIETY.

The Agent of the local Branch of this Bank informs us that he is in receipt of telegraphic information that a dividend of eight per cent. has been declared by the Bank for the year 1914.

PARDON FOR DE WET?

A movement has been started in England and Holland to secure signatures of women to petitions to the Home and the South African Governments asking that a free pardon may be granted to General Christiaan de Wet and his fellow prisoners. In Holland 25,000 signatures have already been obtained.

The arrangements in England are in the hands of a committee of women artists, authors and political and social workers.

SAFE, SURE, ALWAYS CURES.

Don't suffer from cramp, colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Storekeepers.

SCOTTISH LETTER.

(From Our Own Correspondent.)

DUNDEE, April 29.

THE KILMARNOCK VACANCY.
Under the Party Three there ought to be no contest for the Kilmarnock Burgh vacant by the death in France of Mr. Gladstone. But it is understood that the position of the Government on the question of the prohibition of the liquor trade during the War is not regarded as satisfactory by a section of the voters, and that if necessary they are prepared to bring forward a candidate who will stand for prohibition during the War and against any scheme of nationalisation of the liquor trade. Whether these extra-mural will hold by their threat or not, there undoubtedly prevails a feeling that applications from men of military age should not at present be considered for this or any other seat, and that the Kilmarnock Burgh is really one of the memory of their late member that they should not select a candidate to whom it is open to follow Mr. Gladstone's example.

SIX months ago one of the tallest men, if not the very tallest, in the British Army, left for the front. He measured 6 feet 10 inches in his socks. "Keep your head down when you're charging," was the last advice tendered him by kind friends at the station. He has just been reported wounded, for a man to escape death by a seeming miracle one minute and lose his life the next is unfortunately no unique occurrence. Lieutenant Turner, the famous Rugby international, was heading down at some task in company with a regimental sergeant, their heads being only a few inches apart, when a bullet cut between the two, almost singeing their hair. The gallant lieutenant raised himself, laughingly, rubbed his ear, and was about to resume the work in hand when a second bullet passed through his brain.

The name of Lieutenant Black appeared quite recently as wounded, but he has since informed his friends that he is nevertheless one of the luckiest Scotsmen in the Army. A famous duck he and a comrade used to steal forth for a little sniping. The Scotsman used to take the ducks out of his basket lest a talkative glimmer might show; but this evening he forgot to take the precaution. He had not fired above half a dozen shots when he was sickened by a numbing blow on the head, and had to be taken to the hospital. A bullet had struck right into the buckle of the cap and penetrated to the temple, which apparently had detected it. It was instantaneous death miraculously spared at the expense of a spoiled duck and a sore head.

The death of young Private Kelly of Dundee, was sad and notable. He had been mentioned in despatches for distinguished conduct, and his parents, rejoiced as the news was eagerly awaited of a letter giving particulars. A letter did arrive, but it brought the news that their son was dead.

Singular, to say the least, was the experience of Mrs. Coburn, whose son is in the 2nd Black Watch. It was a few days before Christmas when she received a card message, a letter from a comrade at the front announcing that her son had been killed. Imagine the wild reaction from joy to grief when a mail early in January brought a note from her son thanking her for Christmas gifts.

Early in the campaign, Captain A. J. H. Maclean went utterly out of ken, and as weeks passed without a scrap of news about him it looked almost certain that he had filed a nameless grave. Then one day quite recently there arrived at the bank where the captain had an open cheque in a cheque which had been accepted in Germany, apparently for missing expenses, testifying beyond reasonable doubt that he had reached that country as a prisoner.

One of the most pathetic incidents of the War is that of Newburgh parents who had three sons at the front. One had brought a letter from the regimental chaplain that their youngest son had succumbed to wounds, and right on the back of it came a War Office intimation that their eldest son was missing, and at the same time, a letter from a comrade stating that he had seen the third brother fall dead in the firing line.

WOMEN AND THE WAR.

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The West Highland and Caledonian women in the distributive and kindred industries are just as eager as their sisters in the bigger towns. The Labour Exchanges have now a large register of the girls in the Lowlands ready to come to the standard for domestic service, or for farm work. The numbers now registered throughout Scotland are 13,822. In addition, the ordinary Labour Exchange is very high, and these applicants of course receive preference in filling vacancies.

CLIMBERS OF THE FRONT.

One of my personal (and professional) friends left for the front in December in connection with the Y.M.C.A. It was a very "unlucky" step, as he had never shown good-goods or even extra respectability tendencies. His explanation, however, was illuminating. He was too old for the Army; he couldn't get "there" as a war correspondent; but a helper in the recreation tent, paying his own charges, he might see a lot of what was going on.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unnatural looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Sender's Service to the China Mail.)

LABOUR CONFERENCE.

LONDON, June 4.
At the invitation of the Board of Representatives of employers and employed, cotton trade representatives are coming to London to confer with the Board.

COUNCIL OF INDIA.

LONDON, June 3.
Sir Arnold White has been appointed a member of the Council of India.

THE EXTRADITION CASE.

FURTHER EVIDENCE.

The case was resumed yesterday against Hung Shu Lung, whom the Crown arraigned for extraditing to China on a requisition from the Chinese Government. Mr. Sharn K. C., instructed by the Crown Solicitor, Mr. P. M. Hodgson, appeared in support of the application, and Mr. G. B. Hall Branson defended.

Mr. Branson continued the cross-examination of Tsu Yu Lin. Witness denied that his own name was Tsu Yut and said he only had one wife and not three, as alleged.

"I have the same family tree here," said Mr. Branton. Witness denied that he had any nickname equivalent to "Short-nighted."

Witness added that he had not heard of Hung Shu Lung heading the rebels at the East River. He had heard of him as superintendent at Wai-chow. Witness read in the Kwangtung Government Gazette of March 20, 1914, of an offer of \$10,000 for the arrest of Hung Shu Lung. In the same issue of the Gazette, the name was mentioned among a number of "rebelling rebels" who were to be arrested and dealt with according to the laws of the country.

The hearing was again adjourned.

and after a month or two return and write a book that would pay all expenses. Last week I wrote him, asking what he was to return, and whether he had got good "copy" for his book. His reply was, "Damn the book; I'll miss the market for it; I like the work, I'll stay here, and will tell you lots about it when I get home." Perhaps he is right; it is better to be doing something than writing about doing something; and if the world would to hook the tale of a man who has been "there" and can tell you what he has seen. This was born in upon me after spending an evening lately with Madam Watt. Your readers may not know Madam Watt, and I can best introduce and describe him as a scoundrel who plays the bagpipes. That tells you more than a photograph and half column. Well, Madam Watt was a most interesting time behind the lines, and his bagpipes; for wherever he stopped he seems to have turned up. The bagpipes could always be relied upon to gather a crowd, or a congregation. He whistles remarks, "Who knows but piping parsons may yet find a place in the Home Mission schemes of the Church!" One day he spent among the Indians, and at the close, he says, it was strange to find a silent man from the hills come forward with a photograph and half column. Well, Madam Watt was a most interesting time behind the lines, and his bagpipes; for wherever he stopped he seems to have turned up. The bagpipes could always be relied upon to gather a crowd, or a congregation. He whistles remarks, "Who

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

FURTHER DETAILS OF THE RE-CAPTURE OF PRZEMYSL.

MR. LLOYD GEORGE ON THE MUNITIONS PROBLEM.

ITALIAN PREMIER'S OUTBURST AGAINST GERMANY.

(Reuter's Service to the China Mail.)

PRZEMYSL RE-CAPTURED.

A RUSSIAN REVERSE.

LONDON, June 3. A Petrograd communique states that the innocent nature of the battle at Przemyśl is shown by to-day's communique. The enemy's heavy guns, up to 16-inch, attacked the north-east front in the region of Forts 10 and 11, but both were completely demolished by the Austrians before the Austrians surrendered. We repulsed the attacks, but the enemy succeeded in taking several of our guns which had bombarded the enemy's columns till they had reached almost to the muzzle and till the last shell was spent.

We captured a further two hundred prisoners at Fort 7 and eight quick-firing guns. The stubbornness of the fighting is re-developing between the Vistula and Przemyśl. We gained somewhat important successes on the lower San, taking villages with the bayonet. The Russians at the village of Kalukouva alone captured 1,800 men along with 22 officers and eight quick-firing guns. The situation is stationary from Przemyśl to the great Meisner marsh. The enemy have concentrated heavy guns, and have also brought up reinforcements between Lysanitz and Stry. Their large masses achieved some success on the night of May 31st. The fighting was continued next morning, and we took parts of the enemy's position and made prisoners. Elsewhere along the front there were a series of minor Russian successes.

The Russian communique adds: We have been gradually removing from the positions north and west of Przemyśl for some time. Various material taken from the Austrians was removed from the lost batteries on the 2nd inst. The troops evacuated the following night and concentrated on the east. The enemy concentrated in very large force near the town of Stry and progressed, but lost very heavily. We took a thousand prisoners in our counter-attacks.

SUPERIORITY OF AUSTRIAN ARTILLERY.

An Amsterdam message states that a correspondent with the Germans affirms that the newly-created fortifications at Przemyśl were quite unable to resist the heaviest Austrian artillery. The Russians, as long as they held the double railway line and the military road between Przemyśl and Lemberg, brought up troops, munitions, guns and provisions, but when these communications came within range of the heavy guns the Russians began precipitately removing men and supplies.

PRZEMYSL INCAPABLE OF DEFENCE.

A Russian communique says:—Przemyśl was recognised as incapable of defence in view of the state of the artillery in the fortifications, which the Austrians destroyed before capitulating. Maintenance only served our purpose until the possession of the positions surrounding the town in the positions surrounding the town in the north-west had facilitated our operations along the San.

When the enemy captured Jaroslaw and Badyrlo and began to spread along the right bank of the river, the maintenance of the said positions forced our troops to fight on an unequal and most difficult front. The enemy increased it by 35 versts, subjecting the troops to concentrated fire from the enemy's numerous heavy guns along the left bank of the lower San.

After a powerful advance we finally on the 2nd inst. pierced the enemy's line and captured an important position in the region of Roudnik, taking 1,000 prisoners and guns. West of Roudnik we almost annihilated three Tyrolean Regiments.

On the 3rd inst. the enemy emitted a large cloud of gas. The wind changed and blew the gas back to the enemy's trenches. The Germans left the trenches running, and our fire designated them.

The battle of Galicia continued on the 1st inst. with undiminished desperation along the whole front between the Vistula and the Madowa region.

ITALIAN PREMIER ANSWERS GERMANY'S TAUNTS.

LONDON, June 3. Sig. Salandra, the Prime Minister, in a magnificent speech in the Hall of the Capitol, in reply to German taunts, affirmed that this was a Holy War for Italy. What right, he asked, had Germany and Austria to speak of an Alliance or a respect for Treaties, when they had trampled on and burned all documents of public right? Austria had absolutely defied the war. She had refused British mediation, and had thought that Italy was feeble, blustering, and incapable of enforcing her rights by arms. Austria and Germany had been utterly disloyal to Italy during the war in Libya. Austria threatened to attack Italy if the latter fought Turkey in Europe, and had prohibited the occupation of Cilicia. That was how the Alliance operated.

The Premier emphasised that if Italy accepted Austria's ridiculous concessions she would become a vassal of Austria and Germany. Now the dream of a universal German hegemony had been shattered, and a new world, had arisen, ensuring civilisation and the future of humanity. He concluded: "We shall conquer. We shall obtain our wishes not by the aid of concessions, but by our strength—by our rights."

ANGLO-ITALIAN RELATIONS.

ON "A FAR FIRMER BASIS."

LONDON, June 3. The House of Lords re-assembled, the newly-appointed Lord Chancellor (Lord Buckmaster) being on the Woolsack.

Lord Crows announced that the fact of Italy joining in the war had placed Anglo-Italian relations on a far firmer basis, even although Italian art, letters, and genius had long exercised a peculiar fascination for Britons, who always sympathised with Italy's noble struggles for liberty. No more popular figure was ever seen in the streets of London than Garibaldi. Lord Crows emphasised that the arguments were happy, and the two nations looked forward to the great final success. His lordship reiterated Mr. Asquith's reasons for a Coalition Government.

The Marquis of Lansdowne, who was sitting next to Lord Crows, said he was always convinced since the war that a Coalition Government was inevitable. Speaking for the Opposition for the last time, he assured the Government of their whole-hearted support.

BY TELEGRAPH.

AMERICA AND "LUSITANIA" OUTRAGE.

PRESIDENT WILSON'S NEW NOTE.

LONDON, June 3. President Wilson has been working most of the day on the new Note to Germany.

It is understood that he reiterates that the "Lusitania" was on a peaceful voyage, that she was unarmed and did not resist capture. He holds that the charges raised in the German Note are irrelevant.

It is believed that President Wilson told Count Bernstorff, the German Ambassador, in the plainest terms, that the safety of innocent lives on the high seas must be assured by Germany as a condition of further correspondence.

In response to Germany's demand for a preliminary agreement on the facts the United States insists on a preliminary agreement on the fundamental principles of humanity.

ITALIAN FLEET'S CRUISE.

LONDON, June 4. It is officially announced in Rome that the Italian Fleet cruised all day on the 1st inst. in the Dalmatian Archipelago, and destroyed wireless and observation stations. The enemy did not appear.

GERMAN INVASION OF LIBAU.

Enemy Forces Enveloped.

LONDON, June 4. The Russians achieved an important success at Libau. Cleverly operating from the south they separated Libau from Memel and deprived the Germans of their land base, and captured two towns to the southward of Libau. Simultaneously another Russian column advanced from the north of Libau and thus closely enveloped the enemy, whose only outlet is the sea.

BRITISH SUBMARINES IN THE SEA OF MARMORA.

LONDON, June 3. An Admiralty statement says that British submarines are at present operating in the Sea of Marmora. The German transport (reported yesterday as having been torpedoed) was sunk by a British submarine in Pandernia Bay.

BOMBS ON CROWN PRINCE'S HEADQUARTERS.

173 Dropped.

LONDON, June 3. A Paris communique states that twenty-nine French aeroplanes between 4 and 5 o'clock in the morning dropped 173 bombs and several thousand arrows on the Headquarters of the Crown Prince of Germany. Many of the bombs hit their mark.

The aeroplanes were cannonaded, but all returned safely to their base.

ITALIAN TROOPS' STUBBORNNESS AND DASH.

LONDON, June 4. A Rome communique says:—The advance guard fighting is wholly favourable, to the Italians, who are developing a most important offensive from Monte Porro, displaying dash and stubbornness against a strongly entrenched enemy and powerful artillery.

TURKS ROUTED IN TURKISH ARMENIA.

LONDON, June 4. A Petrograd communique on the operations in Caucasus says:—The Russians defeated the Turks in the Koscik region of Van. We routed the Turks at Manghew, and are successfully pursuing them.

TURKS DREAD BULGARIAN INVASION.

LONDON, June 4. Reuter's correspondent at Athens states that the Turks are reinforcing Chataldja, apparently dreading a Bulgarian invasion. Bulgarian students at Constantinople have been recalled.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

JOINED.

The undersigned, having joined the Corps, are posted as follows:—

Privates P. R. Chasels and K. Brayshaw to Scouts Company.

The Stretcher Bearer Section will parade at Headquarters on Tuesday, 8th inst. at 5.30 p.m. for instruction. All members must attend.

PARADES.

Parade for Monday, 7th inst. 5.30 p.m. Signalling Section, Mosley's Troop, at Headquarters. Corp. Grimes, R.E. will attend. Remainder Nil.

DETAILS.

On duty at Headquarters From 7 a.m. to 7.15 p.m. No. 1 Section Scouts Company. From 7.15 a.m. Monday to 7 a.m. 8th inst. No. 2 Section Scouts Company.

AT OUR CLUB BUILDING, KOWLOON.

On duty until 12th inst.—Right Section M. G. Co.

Officer in charge—Lieut. C. Smith.

At Kowloon (DETENTION CAMP).

On duty until 12th inst.—H.K.V.R.

Orderly Officer—Lieut. J. D. Danby.

Orderly Sergeant—Sergeant V. Sorby.

HONGKONG VOLUNTEER RESERVE.

Orders by Major Wakeman, O.C.H.K.V.R.

APPOINTMENT.

His Excellency the Governor has been pleased to appoint Captain G. R. Hall, Briton to be Adjutant during the absence on leave of Captain W. L. Carter, as from the 8th inst.

POSTING.

Ptes. J. S. Levington and J. Benn are posted to D. Company and Ptes. F.B.L. Bowley and J. H. Underwood have been transferred to D. Company.

CHAMBERLAIN'S PAIN BALM.

A TOUCH of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief.

When a bottle of it is kept in the house, the pain of headache, and neuralgia may be promptly relieved, and aches and pains quickly healed and swellings promptly reduced. In fact, for the household it is just such an embroachment as every family should be provided with. For sale by all Chemists and Druggists.

In view of the "extremely controversial nature" of the subject, the Government, says a London paper just to hand, are not prepared to introduce legislation in regard to illegitimacy at the present juncture.

This was the reply given in the House of Commons by Mr. McKinnon in answer to the question, addressed to the Premier by Mr. Joseph King, whether he was aware of the need for legislation, and whether he could state the intention of the Government.

There is no "war babies" legislation.

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BY TELEGRAPH.

FUTURE RESULTS OF INDIA'S LOYALTY.

(Reuter's Service to the China Mail.)

LONDON, June 4.

The Hon. E. S. Montagu, M.P., formerly Under-Secretary for India, presiding as a dinner in honour of Sir Kachha Gupta, on the occasion of the completion by the latter of his term on the Council, said he was glad above all his colleagues with a far-seeing patience, with his eyes steadfastly fixed on the future.

The Jam Sahib of Nawanagar (better known as "Ranjit") and Mr. C. H. Roberts, the late Under-Secretary for India, also spoke, the latter saying he had a fellow feeling with their guest, not long having survived his departure. He urged that the death of the Hon. Mr. Gokhale and other changes should not cause discouragement. Indians might be confident that the loyal aid to their country would yield rich fruits in the years to come.

Sir Kachha Gupta said he was gratified with the testimony that his work at the India Office had been appreciated by his official colleagues as well as by his own countrymen. He urged that in any post-war settlement conference India, as the cornerstone of the Empire, should be represented equally with the self-governing Dominions.

There was nothing very dramatic in the first assembly of the Coalition Parliament. Many new Ministers were absent pending the passage of the Bill abolishing the necessity for re-election. Nevertheless there was much novelty. Liberals and Unionists occupied the same benches, while ex-Ministers who are Privy Counsellors occupied the Opposition benches.

There was loud cheering and laughter on Mr. H. Chaplin, rising from his place as "Leader of the Opposition," requesting a statement on the business of the House.

Mr. Pease made a personal statement in which he declared there were no differences of opinion between himself and his colleagues, to whom he paid a tribute, and affirmed that he placed implicit confidence in the judgment of Mr. Asquith.

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SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STRAITS TO SINGAPORE
CHANGHAI, MOI, KORE, KARYALA, About 8th June. Freight and
& YOKOHAMA. Capt. H. G. Evans, R.N.R. Passage.

LONDON via SUEZ, PANAMA, YACAYA, About 10th June. Freight and
Colon, Port Said & Capt. A. B. Garwood, R.N.R. Passage.

SHANGHAI, SARDINIA, About 17th June. Freight and
Capt. J. T. Jeffery, R.N.R. Passage.

LONDON via SUEZ, PANAMA, YACAYA, About 18th June. Freight and
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All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE &
ST. PAUL RAILWAY
For VICTORIA B.C. and TACOMA via SHANGHAI,
MOI, KORE, YOKOHAMA and YOKOHAMA.

S.S. 'CHICAGO MARU' Capt. K. Horikawa, Friday, 11th June at 8 a.m.
S.S. 'CANADA MARU' Capt. B. Yamamoto, Monday, 21st June at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless apparatus. They are adapted for carrying SUEZ, Transatlantic and Panama.

For BOMBAY via SINGAPORE PORT SWETTENHAM
PENANG and COLOMBO.
S.S. 'LOZON MARU' Capt. T. Miyata, Sunday, 13th June at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. 'KAIJO MARU' Capt. Y. Yamamoto, Sunday, 13th June, at Noon.
S.S. 'DALIN MARU' Capt. K. Murakami, Sunday, 13th June, at Noon.

For ANPING and TAKOW via SWATOW and AMOY.
S.S. 'SOSU MARU' Capt. A. Kobayashi, Wednesday, 9th June, at 10 a.m.

FOR HAIPHONG (DIRECT).

Steamer Captain Leave
'KEIJO MARU' Insamul, Monday, 7th June at Noon.
'DAIGI MARU' T. Koshishi, Tuesday, 8th June at Noon.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Lights and Fans. These Steamers will arrive at and depart from the Suez Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO
H. YAMAMOTO, Manager,
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THE EASTERN & AUSTRALIAN
MAIL SERVICE
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June	2nd July, at 11 a.m.
EMPIRE	15th July	17th July, at 11 a.m.
WESTERN	15th July	9th August, at 11 a.m.
ALDE HAM	2nd August	23rd August, at 11 a.m.

HE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Vegetables, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

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Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
DUNER	8th June	A Natal Line Steamer	End of June.

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

FOR NEW YORK via SUEZ CANAL.

SAINT RONALD, about early in July.
For Freight and further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

For Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

MARU, For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan, 9th June.
MARU, For Moji, Kobe & Yokohama, 12th June.
JUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan, 3rd July.
For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 18000 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

STEAMER	Sailing	Tuesday	15th June, Noon
S.S. CHINA	Tuesday	22nd June, 1 p.m.	
S.S. MANCHURIA	Tuesday	29th July, 1 p.m.	
S.S. SIBERIA	Tuesday	3rd Aug., Noon	
S.S. PERSIA	Tuesday		

These steamers are famous for their modern equipment, comfort, and the superiority of the sailing, which is under the personal supervision of Mr. V. Moros, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard tables, swimming tank, Filipino orchestra, deck games, darts, etc., and a full complement of the ship's crew.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
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SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—subject to change without notice.
Steamer Displacement Tons & Speed. Leave Hongkong.

CHIYO MARU, 23,000 tons, Tues., 8th June at Noon.
TENYO MARU, 23,000 tons, Tues., 29th June at Noon.
NIPPON MARU, 11,000 tons, Tues., 13th July at 10.30 a.m.
SHINYO MARU, 23,000 tons, Tues., 27th July at Noon.

* Via MANILA, Omittling Shanghai.
First Class to London, 271-10. Return (5 months) \$120.
" " " New York, 284. " " " \$98-10.
" " " San Francisco, 245. " " " \$83.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.
Steamer Displacement Tons & Speed. Sailing.

KIYO MARU, 17,000-15 knots, Saturday, 10th July at Noon.
For full particulars as to Passage and Freight apply to

K. DOI, Acting Agent,

KING'S BUILDING, (Opposite Blake Pier), Telephone 291.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Displacement	SAILING DATE
MARSEILLES & LONDON	HIRANO MARU	18,000 tons	THURSDAY, 17th June at Noon.
VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU	20,000 tons	THURSDAY, 1st July, at Noon.
VICTORIA B.C. & SEAT	AKI MARU	15,500 tons	TUESDAY, 15th June at Noon.
SHANGHAI, MOI, KORE, YOKOHAMA & YOKO	TAMBA MARU	12,500 tons	TUESDAY, 29th June at Noon.
SYDNEY and MELBOURNE	TANGO MARU	13,500 tons	TUESDAY, 15th June at 4 p.m.
VIA MANILA, THURS	NIKKO MARU	9,000 tons	FRIDAY, 18th July at 4 p.m.
LAY ISLAND, TOWNS	NIKKO MARU	9,000 tons	FRIDAY, 18th July at 4 p.m.
VILLE and BRISBANE	NIKKO MARU	9,000 tons	FRIDAY, 18th July at 4 p.m.
BOMBAY via SINGAPORE, RANGOON MARU	RANGOON MARU	8,000 tons	SATURDAY, 12th June.
MALACCA and COLOMBO	RANGOON MARU	8,000 tons	SATURDAY, 12th June.
CALCUTTA via SINGAPORE, TOSA MARU	TOSA MARU	12,000 tons	MONDAY, 12th June.
PENANG & RANGOON	TOSA MARU	12,000 tons	MONDAY, 12th June.
NAGASAKI, KORE & NIKKO MARU	NIKKO MARU	9,000 tons	SUNDAY, 13th June, a.m.
YOKOHAMA	NIKKO MARU	9,000 tons	SUNDAY, 13th June, a.m.
SHANGHAI, KORE & KAMO MARU	KAMO MARU	16,000 tons	SUNDAY, 13th June, at 10 a.m.
YOKOHAMA	KAMO MARU	16,000 tons	SUNDAY, 13th June, at 10 a.m.
SHANGHAI, MOI & KORE	BOMBAY MARU	8,000 tons	TUESDAY, 20th June.
KORE & YOKOHAMA	RAKATA MARU	12,500 tons	THURSDAY, 8th June.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
HIRANO MARU	18,000 tons	Thursday, 17th June
KATORI MARU	20,000 tons	Thursday, 1st July
KAMO MARU	16,000 tons	Thursday, 18th July
KASHIMA MARU	20,000 tons	Thursday, 29th July

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AKI MARU	15,500 tons	Tuesday, 15th June
TAMBA MARU	12,500 tons	Tuesday, 29th June
YOKOHAMA MARU	12,500 tons	Thursday, 8th July
SAIO MARU	12,500 tons	Tuesday, 27th July

KUSU MOTO, Manager.

Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR STRAITS TO SINGAPORE
SWATOW & SINGAPORE, CHENGTO, June 8, Daylight.
SHANGHAI, CHENGTO, June 8, Daylight.
SWATOW, AMOY & SHANGHAI, TANGTO, June 8, Daylight.
HOIHOW & HAIPHONG, KAITONG, June 8, at 11 a.m.
SHANGHAI, CEBU & HOKO, LANTAU, June 8, at 4 p.m.
SHANGHAI, CEBU & HOKO, LANTAU, June 10, at 4 p.m.
MANILA, CEBU & HOKO, LANTAU, June 15, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.
Excellent Saloon accommodation, appliances, Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tao'.
S.S. 'SHANGHAI' LINE. The Twin Screw Steamers 'Anhui' and 'Chienan' and the s.s. 'Kanchow', 'Lanchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR STRAITS TO SINGAPORE
HOIHOW & HAIPHONG, LOKSANG, SUNDAY, June 6, at 7 a.m.
WENHAIWEI & TIENTSIN, CHEONGSHING, TUESDAY, June 8, Daylight.
SHANGHAI, HANGSANG, WEDNESDAY, June 9, Daylight.
SHANGHAI, MOI & KORE, LAISANG, THURSDAY, June 10, Daylight.
HAIPHONG, TANGSANG, THURSDAY, June 10, at 7 a.m.
SHANGHAI, CHOTSANG, FRIDAY, June 11, Daylight.
SINGAPORE, PENANG & KUTSANG, SATURDAY, June 12, at 3 p.m.

RETURN TOURS TO JAPAN.
THE steamers Kaitong, Namsang & Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yaching, Kumang, and Sanyang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
Taking Cargo on through Bills of Lading to: Kuantai, Lahad Datu, Simporna, Tawau, Uluatan, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KORE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.
No. Steamer Date of Departure.
LONDON, 'MONMOUTHSHIRE' End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. ITOLA, 6,257 tons, Capt. Butler, will be despatched for SHANGHAI, KORE & MOI on 19th June.

WESTWARD.

S.S. DUNER, 6,330 tons, Capt. Munro, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 8th June.
S.S. JAPAN, 6,013 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., AGENTS.

SHIPPING



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN PORTS, LONDON
AND LONDON

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain C. C. Talbot, R.N.R., carrying H.M. Majesty's Mail will be despatched from this port for BOMBAY, on FRIDAY, the 18th June, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Egypt from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. Khyber due in London on 1st August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendent,
Hongkong, June 5, 1915.

AMERICAN AND ORIENTAL LINE.

For BOSTON & NEW YORK via SUEZ.

THE Steamship
'TUSCAN PRINCE',
5,275 tons, will be despatched as above on MONDAY, 7th June.

For Freight etc., apply to—
THE BANK LINE, LIMITED,
General Agents,
Hongkong, May 29, 1915.

AGENTS.

LONDON.—F. ALGAR, 11 & 12 Groom's Lane, Lombard Street E.C. 3. B. Brown & Co., Ltd., 163 Queen's Road, Victoria St. CLARK, 80 & 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

SCOTLAND.—F. L. SIMON, 8 North St. David Street, Edinburgh.

PARIS AND EUROPE, MAYENNE FERRAS & Co., 18 Rue de la Grange, Batignolles Paris.

NEW YORK.—T. B. BROWN, Ltd., Eolian Hall, West 42nd Street, New York City.
THE CHINESE EVANGELIST OFFICE, 52 West 2nd Street.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

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PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS AND MAIL FROM

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Connecting Steamer	Leaves Yokohama	Leaves Hongkong	Leaves Colombo	Leaves London	Due at London
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:-

LONDON.

1st SALOON "A" Accommodation SINGLE RETURN £105.

2nd SALOON "A" " " " " £65.

3rd SALOON "A" " " " " £45.

MARSEILLES.

1st SALOON "A" Accommodation SINGLE RETURN £90.

2nd SALOON "A" " " " " £55.

3rd SALOON "A" " " " " £35.

IN ADDITION TO THE ABOVE MAIL STEAMERS-INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leaves Yokohama	Leaves Hongkong	Leaves Colombo	Leaves London	Due at London
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about
Yokohama	about	about	about	about	about

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON.

1st SALOON SINGLE: £21 RETURN.

2nd " " " " £13.

FARES TO MARSEILLES.

1st SALOON 250 Single.

2nd SALOON 250.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe Steamers sailing dates are liable to be cancelled or altered without notice.

For further particulars apply to

E. A. HEWETT,
Superintendent.

INDIAN AFRICAN LINE.

Chgo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

From HONGKONG: 23rd June. Connecting with S.S. "KATHIWAR" 17th July.

From COLOMBO: 17th July.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMITA" 25th June.

First Class Accommodation for PASSENGERS.

Fitted with Wireless TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

JAPAN, CHINA AND STRAITS

TO

MARSEILLES, LONDON & LIVERPOOL.

For STEAMER SAIL.

LONDON & LIVERPOOL "NETHERBY HALL" On 24th June.

MARSEILLES & LONDON "CITY OF RANGOON" On 26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.
General Agents.

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DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	June 22, at 10 a.m.
Adelaide, Perth, &c.	Empire	Gibb Livingston & Co.	June 22, at 10 a.m.
Batavia, Spore, &c.	Rangoon	Nippon Yusen Kaisha	June 11.
Bombay & New York	Tuscan Prince	The Bank Line, Ltd.	About June 7.
Delagoa Bay, L'Anse au Loup	Kathiawar	The Bank Line, Ltd.	June 23.
Hainan	Keijo Maru	Ozaka Shosen Kaisha	June 7, at 10 a.m.
Hongkong & Japan	Kiyo Maru	Ozaka Shosen Kaisha	July 10.
Hongkong & Japan	Homomushiro	Jardine, Matheson & Co., Ltd.	End of June.
London & Spore	Nagoya	P. & O. S. N. Co.	About June 10.
London & Liverpool	Netherby Hall	The Bank Line, Ltd.	June 16.
Manila, Cebu & Holo	Taming	Butterfield & Swire	June 8, at 4 p.m.
Manila, A. & T. Port	Changshu	Jardine, Matheson & Co., Ltd.	June 12, at 3 p.m.
Mar. London &c.	Hirano Maru	Nippon Yusen Kaisha	June 21.
Mar. London &c.	Katori Maru	Nippon Yusen Kaisha	July 1, at Noon.
Moji, Kobe & Yama	San Maru	Nippon Yusen Kaisha	June 12.
N. K. Kobe & Yama	Nikko Maru	Nippon Yusen Kaisha	June 15.
San Francisco & Japan	China	Pacific Mail S. S. Co.	June 18, at Noon.
San Francisco & Japan	Manchuria	Pacific Mail S. S. Co.	June 22, at 1 p.m.
San Francisco & Japan	Hongkong	Pacific Mail S. S. Co.	July 2, at 1 p.m.
San Francisco & Japan	Chiyo Maru	Ozaka Shosen Kaisha	June 8, at Noon.
San Francisco & Japan	Tenyo Maru	Ozaka Shosen Kaisha	June 20, at Noon.
San Francisco & Japan	Nippon Maru	Nippon Yusen Kaisha	July 13, 10.30 a.m.
Shanghai	Chusan	Butterfield & Swire	June 8, Daylight.
Shanghai	Anhui	Butterfield & Swire	June 8, Daylight.
Shanghai	Coyang	Jardine, Matheson & Co., Ltd.	June 11, Daylight.
Shanghai & Japan Ports	Mimosa	P. & O. S. N. Co.	About June 8.
Shanghai & Japan Ports	Nippon Yusen Kaisha	Nippon Yusen Kaisha	June 19.
Shanghai & Japan Ports	D. Sassoon & Co., Ltd.	D. Sassoon & Co., Ltd.	June 19.
Shanghai & Japan Ports	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	June 10, Daylight.
Shanghai & Japan Ports	Nippon Yusen Kaisha	Nippon Yusen Kaisha	June 6, at 10 a.m.
Shanghai & Japan Ports	Ozaka Shosen Kaisha	Ozaka Shosen Kaisha	June 8, at Noon.
Shanghai & Japan Ports	Nippon Yusen Kaisha	Nippon Yusen Kaisha	June 13, at Noon.
Shanghai & Japan Ports	D. Sassoon & Co., Ltd.	D. Sassoon & Co., Ltd.	June 8.
Shanghai & Japan Ports	Nippon Yusen Kaisha	Nippon Yusen Kaisha	June 12.
Shanghai & Japan Ports	The Bank Line, Ltd.	The Bank Line, Ltd.	June 23.
Singapore, Penang & Rangoon	Tenyo Maru	Nippon Yusen Kaisha	June 15, at 4 p.m.
Singapore, Penang & Rangoon	Nippon Yusen Kaisha	Nippon Yusen Kaisha	July 13, at 4 p.m.
Singapore, Penang & Rangoon	Ozaka Shosen Kaisha	Ozaka Shosen Kaisha	June 9, at 10 a.m.
Singapore, Penang & Rangoon	Nippon Yusen Kaisha	Nippon Yusen Kaisha	June 11, at 3 p.m.
Singapore, Penang & Rangoon	Ozaka Shosen Kaisha	Ozaka Shosen Kaisha	June 15, at Noon.
Singapore, Penang & Rangoon	Nippon Yusen Kaisha	Nippon Yusen Kaisha	June 22, at Noon.
Singapore, Penang & Rangoon	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	June 8, Daylight.
Singapore, Penang & Rangoon	Wei-hai-wei & Tientsin	Chongshing	

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NOTICE

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TIME TABLE.

OUT				IN			
Kowloon	8.00	8.40	8.50	8.00	8.40	8.50	8.00
Shum Shu Chan	8.10	8.50	9.00	8.10	8.50	9.00	8.10
Shum Shu Chan	8.20	8.60	9.10	8.20	8.60	9.10	8.20
Shum Shu Chan	8.30	8.70	9.20	8.30	8.70	9.20	8.30
Shum Shu Chan	8.40	8.80	9.30	8.40	8.80	9.30	8.40
Shum Shu Chan	8.50	8.90	9.40	8.50	8.90	9.40	8.50
Shum Shu Chan	9.00	9.00	9.50	9.00	9.00	9.50	9.00
Shum Shu Chan	9.10	9.10	9.60	9.10	9.10	9.60	9.10
Shum Shu Chan	9.20	9.20	9.70	9.20	9.20	9.70	9.20
Shum Shu Chan	9.30	9.30	9.80	9.30	9.30	9.80	9.30
Shum Shu Chan	9.40	9.40	9.90	9.40	9.40	9.90	9.40
Shum Shu Chan	9.50	9.50	10.00	9.50	9.50	10.00	9.50
Shum Shu Chan	10.00	10.00	10.10	10.00	10.00	10.10	10.00
Shum Shu Chan	10.10	10.10	10.20	10.10	10.10	10.20	10.10
Shum Shu Chan	10.20	10.20	10.30	10.20	10.20	10.30	10.20
Shum Shu Chan	10.30	10.30	10.40	10.30	10.30	10.40	10.30
Shum Shu Chan	10.40	10.40	10.50	10.40	10.40	10.50	10.40
Shum Shu Chan	10.50	10.50	11.00	10.50	10.50	11.00	10.50
Shum Shu Chan	11.00	11.00	11.10	11.00	11.00	11.10	11.00
Shum Shu Chan	11.10	11.10	11.20	11.10	11.10	11.20	11.10
Shum Shu Chan	11.20	11.20	11.30	11.20	11.20	11.30	11.20
Shum Shu Chan	11.30	11.30	11.40	11.30	11.30	11.40	11.30
Shum Shu Chan	11.40	11.40	11.50	11.40	11.40	11.50	11.40
Shum Shu Chan	11.50	11.50	12.00	11.50	11.50	12.00	11.50
Shum Shu Chan	12.00	12.00	12.10	12.00	12.00	12.10	12.00
Shum Shu Chan	12.10	12.10	12.20	12.10	12.10	12.20	12.10
Shum Shu Chan	12.20	12.20	12.30	12.20	12.20	12.30	12.20
Shum Shu Chan	12.30	12.30	12.40	12.30	12.30	12.40	12.30
Shum Shu Chan	12.40	12.40	12.50	12.40	12.40	12.50	12.40
Shum Shu Chan	12.50	12.50	1.00	12.50	12.50	1.00	12.50
Shum Shu Chan	1.00	1.00	1.10	1.00	1.00	1.10	1.00
Shum Shu Chan	1.10	1.10	1.20	1.10	1.10	1.20	1.10
Shum Shu Chan	1.20	1.20	1.30	1.20	1.20	1.30	1.20
Shum Shu Chan	1.30	1.30	1.40	1.30	1.30	1.40	1.30
Shum Shu Chan	1.40	1.40	1.50	1.40	1.40	1.50	1.40
Shum Shu Chan	1.50	1.50	2.00	1.50	1.50	2.00	1.50
Shum Shu Chan	2.00	2.00	2.10	2.00	2.00	2.10	2.00
Shum Shu Chan	2.10	2.10	2.20	2.10	2.10	2.20	2.10
Shum Shu Chan	2.20	2.20	2.30	2.20	2.20	2.30	2.20
Shum Shu Chan	2.30	2.30	2.40	2.30	2.30	2.40	2.30
Shum Shu Chan	2.40	2.40	2.50	2.40	2.40	2.50	2.40
Shum Shu Chan	2.50	2.50	3.00	2.50	2.50	3.00	2.50
Shum Shu Chan	3.00	3.00	3.10	3.00	3.00	3.10	3.00
Shum Shu Chan	3.10	3.10	3.20	3.10	3.10	3.20	3.10
Shum Shu Chan	3.20	3.20	3.30	3.20	3.20	3.30	3.20
Shum Shu Chan	3.30	3.30	3.40	3.30	3.30	3.40	3.30
Shum Shu Chan	3.40	3.40	3.50	3.40	3.40	3.50	3.40
Shum Shu Chan	3.50	3.50	4.00	3.50	3.50	4.00	3.50
Shum Shu Chan	4.00	4.00	4.10	4.00	4.00	4.10	4.00
Shum Shu Chan	4.10	4.10	4.20	4.10	4.10	4.20	4.10
Shum Shu Chan	4.20	4.20	4.30	4.20	4.20	4.30	4.20
Shum Shu Chan	4.30	4.30	4.40	4.30	4.30	4.40	4.30
Shum Shu Chan	4.40	4.40	4.50	4.40	4.40	4.50	4.40
Shum Shu Chan	4.50	4.50	5.00	4.50	4.50	5.00	4.50
Shum Shu Chan	5.00	5.00	5.10	5.00	5.00	5.10	5.00
Shum Shu Chan	5.10	5.10	5.20	5.10	5.10	5.20	5.10
Shum Shu Chan	5.20	5.20	5.30	5.20	5.20	5.30	5.20
Shum Shu Chan	5.30	5.30	5.40	5.30	5.30	5.40	5.30
Shum Shu Chan	5.40	5.40	5.50	5.40	5.40	5.50	5.40
Shum Shu Chan	5.50	5.50	6.00	5.50	5.50	6.00	5.50
Shum Shu Chan	6.00	6.00	6.10	6.00	6.00	6.10	6.00
Shum Shu Chan	6.10	6.10	6.20	6.10	6.10	6.20	6.10
Shum Shu Chan	6.20	6.20	6.30	6.20	6.20	6.30	6.20
Shum Shu Chan	6.30	6.30	6.40	6.30	6.30	6.40	6.30
Shum Shu Chan	6.40	6.40	6.50	6.40	6.40	6.50	6.40
Shum Shu Chan	6.50	6.50	7.00	6.50	6.50	7.00	6.50
Shum Shu Chan	7.00	7.00	7.10	7.00	7.00	7.10	7.00
Shum Shu Chan	7.10	7.10	7.20	7.10	7.10	7.20	7.10
Shum Shu Chan	7.20	7.20	7.30	7.20	7.20	7.30	7.20
Shum Shu Chan	7.30	7.30	7.40	7.30	7.30	7.40	7.30
Shum Shu Chan	7.40	7.40	7.50	7.40	7.40	7.50	7.40
Shum Shu Chan	7.50	7.50	8.00	7.50	7.50	8.00	7.50
Shum Shu Chan	8.00	8.00	8.10	8.00	8.00	8.10	8.00
Shum Shu Chan	8.10	8.10	8.20	8.10	8.10	8.20	8.10
Shum Shu Chan	8.20	8.20	8.30	8.20	8.20	8.30	8.20
Shum Shu Chan	8.30	8.30	8.40	8.30	8.30	8.40	8.30
Shum Shu Chan	8.40	8.40	8.50	8.40	8.40	8.50	8.40
Shum Shu Chan	8.50	8.50	9.00	8.50	8.50	9.00	8.50
Shum Shu Chan	9.00	9.00	9.10	9.00	9.00	9.10	9.00
Shum Shu Chan	9.10	9.10	9.20	9.10	9.10	9.20	9.10
Shum Shu Chan	9.20	9.20	9.30	9.20	9.20	9.30	9.20
Shum Shu Chan	9.30	9.30	9.40	9.30	9.30	9.40	9.30
Shum Shu Chan	9.40	9.40	9.50	9.40	9.40	9.50	9.40
Shum Shu Chan	9.50	9.50	10.00	9.50	9.50	10.00	9.50
Shum Shu Chan	10.00	10.00	10.10	10.00	10.00	10.10	10.00
Shum Shu Chan	10.10	10.10	10.20	10.10	10.10	10.20	10.10
Shum Shu Chan	10.20	10.20	10.30	10.20	10.20	10.30	10.20
Shum Shu Chan	10.30	10.30	10.40	10.30	10.30	10.40	10.30
Shum Shu Chan	10.40	10.40	10.50	10.40	10.40	10.50	10.40
Shum Shu Chan	10.50	10.50	11.00	10.50	10.50	11.00	10.50
Shum Shu Chan	11.00	11.00	11.10	11.00	11.00	11.10	11.00
Shum Shu Chan	11.10	11.10	11.20	11.10	11.10	11.20	11.10
Shum Shu Chan	11.20	11.20	11.30	11.20	11.20	11.30	11.20
Shum Shu Chan	11.30	11.30	11.40	11.30	11.30	11.40	11.30
Shum Shu Chan	11.40	11.40	11.50	11.40	11.40	11.50	11.40
Shum Shu Chan	11.50	11.50	12.00	11.50	11.50	12.00	11.50
Shum Shu Chan	12.00	12.00	12.10	12.00	12.00	12.10	12.00
Shum Shu Chan	12.10	12.10	12.20	12.10	12.10	12.20	12.10
Shum Shu Chan	12.20	12.20	12.30	12.20	12.20	12.30	12.20
Shum Shu Chan	12.30	12.30	12.40	12.30	12.30	12.40	12.30
Shum Shu Chan	12.40	12.40	12.50	12.40	12.40	12.50	12.40
Shum Shu Chan	12.50	12.50	1.00	12.50	12.50	1.00	12.50
Shum Shu Chan	1.00	1.00	1.10	1.00	1.00	1.10	1.00
Shum Shu Chan	1.10	1.10	1.20	1.10	1.10	1.20	1.10
Shum Shu Chan	1.20	1.20	1.30	1.20	1.20	1.30	1.20
Shum Shu Chan	1.30	1.30	1.40	1.30	1.30	1.40	1.30
Shum Shu Chan	1.40	1.40	1.50	1.40	1.40	1.50	1.40
Shum Shu Chan	1.50	1.50	2.00	1.50	1.50	2.00	1.50
Shum Shu Chan	2.00	2.00	2.10	2.00	2.00	2.10	2.00
Shum Shu Chan	2.10	2.10	2.20	2.10	2.10	2.20	2.10
Shum Shu Chan	2.20	2.20	2.30	2.20	2.20	2.30	2.20
Shum Shu Chan	2.30	2.30	2.40	2.30	2.30	2.40	2.30
Shum Shu Chan	2.40	2.40	2.50	2.40	2.40	2.50	2.40
Shum Shu Chan	2.50	2.50	3.00	2.50	2.50	3.00	2.50
Shum Shu Chan	3.00	3.00	3.10	3.00	3.00	3.10	3.00
Shum Shu Chan	3.10	3.10	3.20	3.10	3.10	3.20	3.10
Shum Shu Chan	3.20	3.20	3.30	3.20	3.20	3.30	3.20
Shum Shu Chan	3.30	3.30	3.40	3.30	3.30	3.40	3.30
Shum Shu Chan	3.40	3.40	3.50	3.40	3.40	3.50	3.40
Shum Shu Chan	3.50	3.50	4.00	3.50	3.50	4.00	3.50
Shum Shu Chan	4.00	4.00	4.10	4.00	4.00	4.10	4.00
Shum Shu Chan	4.10	4.10	4.20	4.10	4.10	4.20	4.10
Shum Shu Chan	4.20	4.20	4.30	4.20	4.20	4.30	4.20
Shum Shu Chan	4.30	4.30	4.40	4.30	4.30	4.40	4.30
Shum Shu Chan	4.40	4.40	4.50	4.40	4.40	4.50	4.40
Shum Shu Chan	4.50	4.50	5.00	4.50	4.50	5.00	4.50
Shum Shu Chan	5.00	5.00	5.10	5.00	5.00	5.10	5.00
Shum Shu Chan	5.10	5.10	5.20	5.10	5.10	5.20	5.10
Shum Shu Chan	5.20	5.20	5.30	5.20	5.20	5.30	5.20
Shum Shu Chan	5.30	5.30	5.40	5.30	5.30	5.40	5.30
Shum Shu Chan	5.40	5.40	5.50	5.40	5.40	5.50	5.40
Shum Shu Chan	5.50	5.50	6.00	5.50	5.50	6.00	5.50
Shum Shu Chan	6.00	6.00	6.10	6.00	6.00	6.10	6.00
Shum Shu Chan	6.10	6.10	6.20	6.10	6.10	6.20	6.10
Shum Shu Chan	6.20	6.20	6.30	6.20	6.20	6.30	6.20
Shum Shu Chan	6.30	6.30	6.40	6.30	6.30	6.40	6.30
Shum Shu Chan	6.40	6.40	6.50	6.40	6.40	6.50	6.40
Shum Shu Chan	6.50	6.50					

HONGKONG & WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A, B, C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL	BREADTH AT ENTRANCE	DEPTH AT ENTRANCE	DEPTH AT END	DEPTH AT MID	DEPTH AT END	DEPTH AT MID	DEPTH AT END	DEPTH AT MID
KOWLOON									
No. 1 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 2 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 3 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 4 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 5 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 6 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 7 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 8 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 9 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 10 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 11 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 12 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 13 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 14 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 15 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 16 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 17 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 18 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 19 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 20 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 21 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 22 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 23 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 24 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 25 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 26 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 27 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 28 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 29 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 30 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 31 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 32 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 33 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 34 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 35 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 36 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 37 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 38 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 39 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 40 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 41 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 42 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 43 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 44 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 45 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 46 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 47 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 48 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 49 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 50 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 51 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 52 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 53 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 54 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 55 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 56 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 57 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 58 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 59 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 60 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 61 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 62 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 63 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 64 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 65 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 66 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 67 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 68 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 69 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 70 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 71 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 72 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 73 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 74 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 75 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 76 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 77 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 78 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 79 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 80 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 81 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 82 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 83 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 84 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 85 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 86 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 87 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 88 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 89 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 90 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 91 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 92 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 93 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 94 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 95 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 96 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 97 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 98 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 99 Dock Kowloon	100	20	10	10	10	10	10	10	10
No. 100 Dock Kowloon	100	20	10	10	10	10	10	10	10

Please Address Enquiries to the Chief Manager,
1407.

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong.

CHURCH SERVICES.

St. John's Cathedral.

1st Sunday after Trinity, June 6.

Holy Communion (8.05 a.m.)
Mains (11 a.m.)

Responses, Psalms, Venite, "Alcock"
Gospel, Luke 11:1-13. Jubilate, Kyrie
in E. Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (12 noon).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (3.45 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (5.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (7.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (9.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (11.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (1.15 a.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (3.15 a.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (5.15 a.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (7.15 a.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (9.15 a.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (11.15 a.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (1.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (3.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (5.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (7.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magnificat, Barnby (10th
evening). Hymns, 104, 4. Special Favor.
Hymns, 104, 4. Special Favor.
"God Save the King."

Holy Communion (9.15 p.m.).
Responses, Psalms, Venite, Tolle,
Rimbaud, Magn